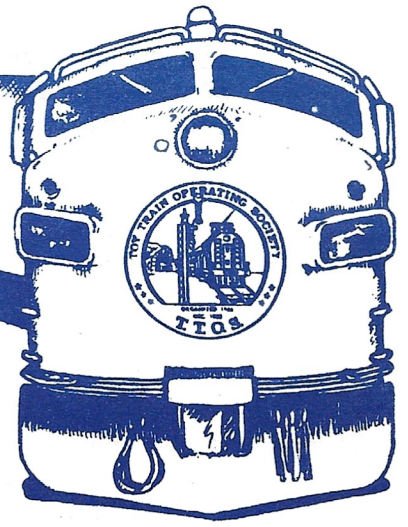


THE SOUTHWESTERN LIMITED



VOLUME 5 MARCH
NUMBER 3 1986

JERRY BUTLER
PRESIDENT

STEVE MARINKOVICH
EDITOR



LARRY POLAND'S
G & BV R.R. LAYOUT

CONCLUSION

VINTAGE
R.R. ADS

S.P. TUNNEL
DISASTER: 1941



The Southwestern Limited is the official publication of the Southwestern Division of the Toy Train Operating Society (TTOS). Contributions may be made by mailing articles, photographs, letters, and other related material to: Steve Marinkovich, editor, 1815 Marina Drive, San Pedro, CA 90732 (213)833-6735. Materials must be received by the first day of the month preceding publication. Original materials will be returned to the sender whenever possible. Please enclose return postage.

ON THE COVER The Lionel trolley comes around the bend in downtown Greenville, top photo while Bear Valley bustles with industry, bottom photo. Both from Larry Poland's Greenville & Bear Valley R.R. featured on page 6.

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ON THE READY TRACK



Hi everybody! Hope you all went to NOR-CAL CAL-STEWART. A fun time was had by all. Day by day our National Convention draws nearer. Here's an idea-ride Amtrak's Coast Starlight to the Pacific Northwest and then enjoy our convention and all of the related activities. We have two articles this month which relate to those activities, one on the Mount Rainier Scenic Railroad and the other on Canada's Rails. SW Limited will be running articles on things you can do and see to make your 86 convention vacation complete.

I'd like to thank Larry Poland for his fine photos and information about his layout featured this month (pg.6). It's been a real pleasure for me to put this (our first) layout feature together. Thanks Larry!!

Thanks also to Phil Haffen for his fine vintage ads as well for his kind words of encouragement. Thanks Phil!

Finally thanks to all of our contributors thus far. Once again this month we have a full 12 pages of features. If you haven't yet submitted your materials, send them in and we'll continue to have a fine SW Limited!!

Until next month!

Steve

Toy Train Operating Society

Southwestern Division No. 1



Fellow Members,

Both the Board of Directors and I need your cooperation in helping us with some of the problems which have been building for quite sometime, namely, as follows:

1. Many members have complained they are unable to get a table at our Arcadia meet--especially if they arrive past 7:00 o'clock. This shouldn't be.
2. Complaints of preferential treatment as to where your table is located. There is a first come--first selection bases for tables. We are working on some new ideas whereby all tables are good tables!
3. To refresh all of our memories--our club rules are as follows:

By order of the Board of Directors the hall opens at 5:30. You may place your items on your table--then cover your table--then you must leave the hall until it officially opens at 6:00.

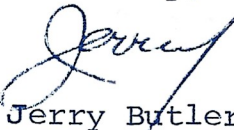
Hall opens at 6:00 -- and not before, for trading.

Only authorized members may enter the hall before 5:30--THERE WILL BE NO EXCEPTIONS.

If you have any comments regarding the above--or if you have any suggestions which may improve our set-up as it is now, please do not hesitate to call me or contact one of our Board of Directors and give them your comments.

We want to make the club enjoyable for all of us, and reduce the complaints. Please try to cooperate with our rules. It will make the club better for all of us.

Sincerely,


Jerry Butler

T.T.O.S.'86 NATIONAL CONVENTION



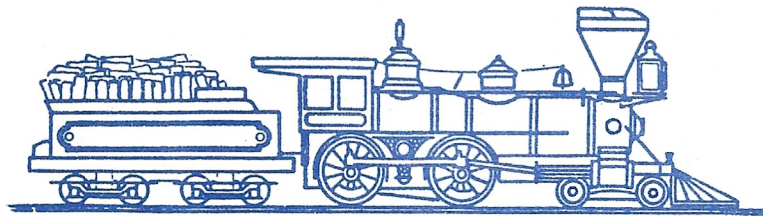
JULY 31-AUG. 3

HOSTED BY: PACIFIC NORTHWEST DIVISION
CANADIAN DIVISION

Complete your vacation by visiting the Canadian Expo!

For more information contact
DICK OWEN →

Phone 503-666-4317 or write to
2150 SE. Elliott Pl. Gresham, Or. 97030



SHORTLINES

CORRECTION Last month I erroneously gave the date of the San Fernando Valley club meet as the 28th when it actually was the 21st. My apologies to the club members. This month's meet will be on the 21st. 3rd Friday of the month.

The Central California Division will hold their Spring Meet on March 22, 1986. See page 16 for all the details. Support this division, **MAKE THE TRIP!!**

DON'T FORGET TO PLACE YOUR FREE AD IN THE NATIONAL ORDER BOARD!! See page 19.

Make your reservations **NOW** for National Convention 86 and the associated activities!! Info for these is on pages 4 & 5.

Bring in a new member to TTCS this year. Cut off the convenient membership blank on the back page (20) and sign up a friend today!!

TTOS Canadian Division Special Pre-Convention Meet

DATE: July 27, 1986 which is the Sunday prior to the Portland Convention

LOCATION: Delta Airport Inn Resort, 10251 St. Edwards Drive, Richmond, British Columbia, Canada V6X 2M9. Phone (604) 278-9611.

MEET DETAILS: Hospitality Party in the Hospitality Suite at 6 P.M. on July 26th. Sellers may set up their tables Sunday morning at 9 A.M. and the trading hall is open for trading from 10 A.M. until 4 P.M. All tables are **FREE** for those reserving in advance by notifying Mark Horne. Admission is \$3.00 in U.S. funds or \$4 in Canadian funds.

TOY TRAINS are considered as personal possessions if only a few. Bringing a carload is a different story. It means declaring them with customs which involves considerable paperwork and may prove costly.

LEAVING CANADA with trains poses no problems if the trains were made in the U.S.A. That is a matter for U.S. Customs.

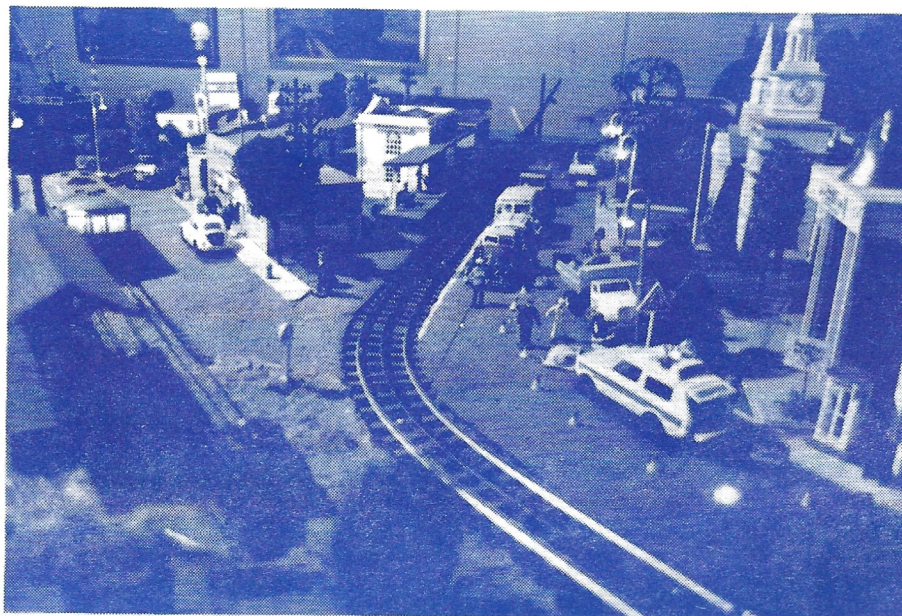
OTHER ACTIVITIES you could plan in and around our meet would be visits to Victoria, Vancouver Island or the British Columbia Interior. Combine TTOS activities with your holiday or summer vacation. Include tours of layouts and displays in Washington State provided by Al Cox, Bob and Margaret McCoy and Mike Kolosseus on your way to Portland.

PORTLAND is a six hour drive from Vancouver so plan accordingly. Do not confuse Vancouver, Washington (near Portland) with Vancouver, B.C.

WRITE OR CALL us now for more information or to let us know you plan to come and if you need a **FREE** table. Mark Horne (604) 732-5974 and/or Larry Setterfield (604) 438-3647. Addresses in our TTOS Directory.

G&BV RR

by Larry Poland as told to
Steve Marinkovich
photos by Larry Poland

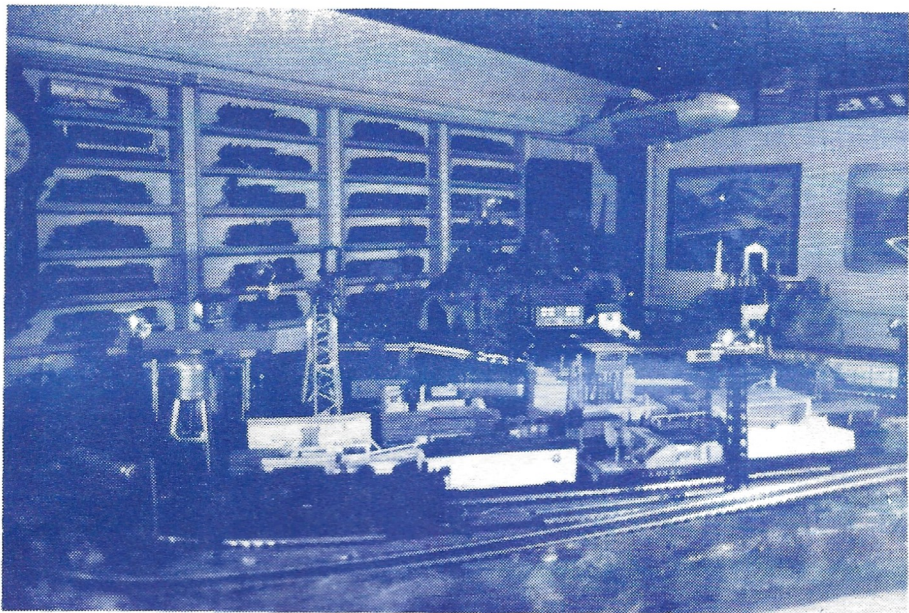


When you meet Larry Poland he gives you a business card with the title "The Train Man" printed on it. Well the Train Man has quite a railroad. The eight by sixteen foot Greenville and Bear Valley Railroad packs a scale scenic look to go along with the many toy operating accessories. To top it off, Larry has added many interesting details to this fine layout.

The mainline consists of two loops which circle around the outer edges of the layout, with the yard and spur tracks filling the inside areas. The village of Greenville contains residential and downtown areas while Bear Valley encompasses the industrial area. Also a trolley line serves downtown Greenville.

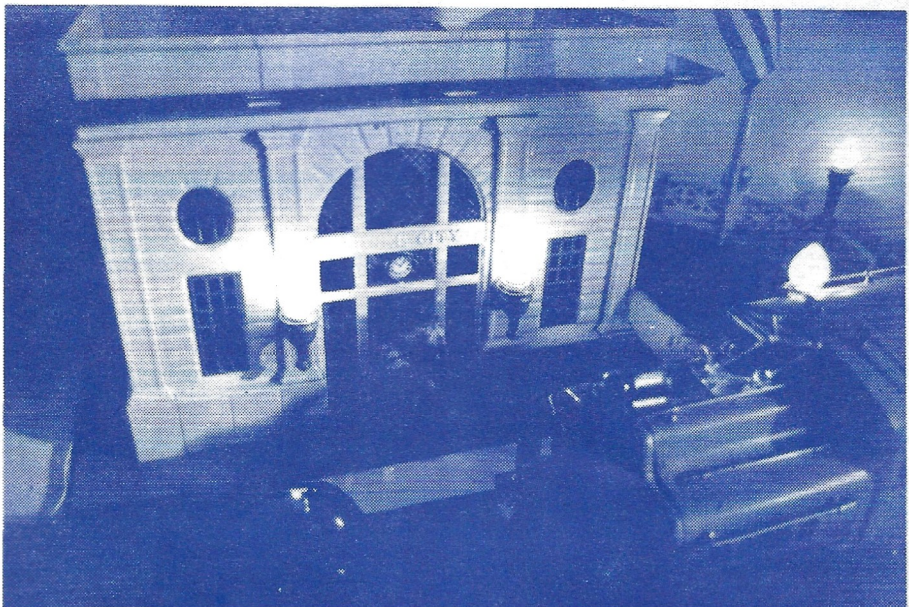
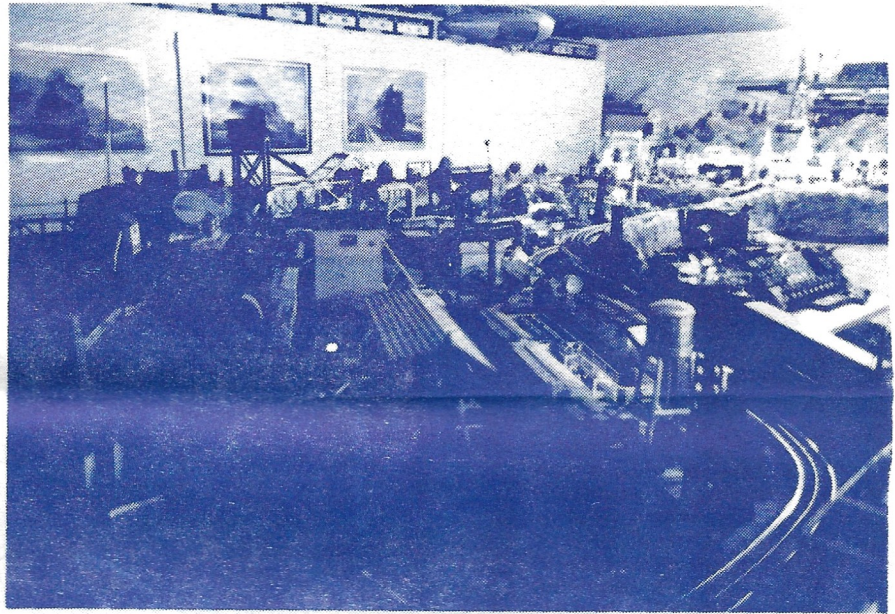
Bear Valley is the home of twenty-seven (count 'em) operating accessories, mostly made by Lionel. Greenville is constructed mainly of kit buildings, either Lionel, Plasticville, or K-Line etc., with a few scratchbuilt buildings. The scratch built details stand out! To make the accident scene (shown above) more realistic Larry put out safety cones, police and ambulance crew, as well as a lighted flare. He melted the front of the dump truck directly into the lamp post. Notice the injured driver on the stretcher. The 76 ball above the gas station is actually a ping pong ball painted translucent orange which turns on a Lionel rotary beacon mechanism. Larry has also included an operating narrow gauge mine train and an operating aerial tramway on the layout.

Look through the photos and have fun! The details are endless and the operating features amazing, making this railroad a perfect marriage between toy and scale.



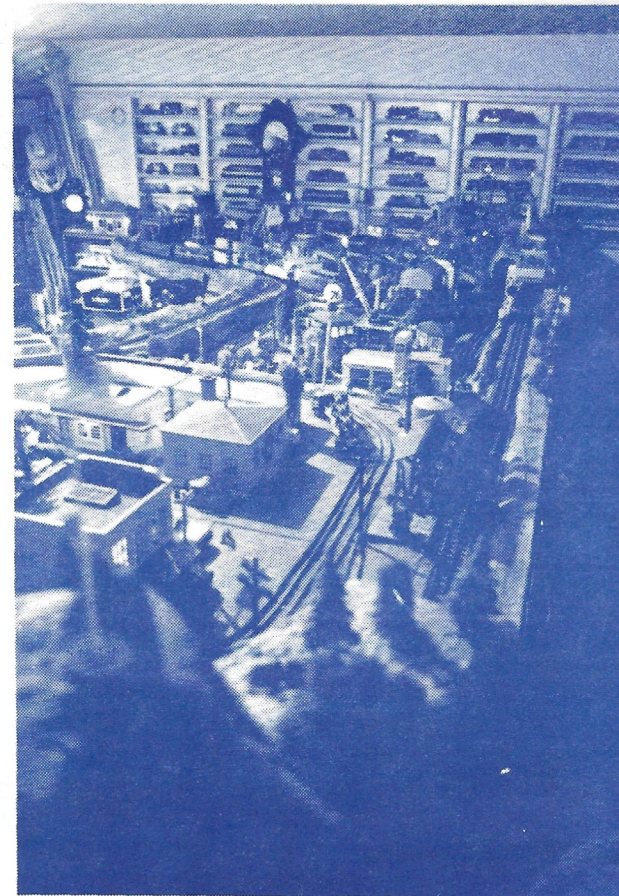
The Goodyear Blimp flies over Bear Valley, the home of many operating accessories. An aerial tramway runs between the two mountains in the distance. Also notice Larry's fine display shelves in the rear.

OPPOSITE PAGE: Downtown Greenville. The trolley approaches it's stop as the traffic accident clears.
 RIGHT: Another view of Bear Valley. The control panel is visible to the right of center. The separation of residential and industrial areas makes the G&BV seem larger than it really is.



Standard Gauge Display. An evening in Lionel City as the commuter leaves with the newspaper comfortably in one hand and overcoat in the other.

MORE PHOTOS NEXT PAGE



Cal-Stewart 1985

Accessory Display

BY BOB WALL

We wish to thank the following members for their contributions to the Accessory Display that was enjoyed so much by those who attended.

Bill Yingling for his Marx Glendale Hand cranked talking station.

John Thousand for his rare American Flyer.

Chuck Stone for his Lionel power station and four roundhouse sections. (how many of us have ever seen four at a time? , let alone in mint condition).

Dave Weiss for mint, boxed Post-War items.

Bill Grove for large Lionel corner tunnel and Standard Gauge high tension towers.

Dennis Bagby for very rare S gauge accessories in mint condition.

Jack Warford for a variety of Pre-War accessories.

Lonnie Beno, early S gauge acces. so rare most of us have never seen them except in pictures.

Sterling Labe for many Marx access. in mint boxed condition.

Jerry Butler for a hell-gate bridge he says he bought many years ago for \$50 and restored. Mr. Cowen produced none nicer. Good work Jerry.

Al Bailey for his beautiful old Bing station.

John Parker for a very rare and early Ives culvert crossing (small bridge).

Ward Kimball for beautiful old Marklin and Bing trains and loco barns displayed in "I" gauge with identical trains and bldgs in "O" gauge size.

Greg Aslanian for his display of an operating #60 trolley featuring an electronic crossing gate control of his own design.

Gary Keck for a display of 3 rare variations of #59 US Air Force switchers.

TOP: The GG1 passes Bear Valley station as the 0-6-0 drags a slow freight into town.

BOTTOM: From the top of the mountain behind Greenville you can see the whole G&BV empire.

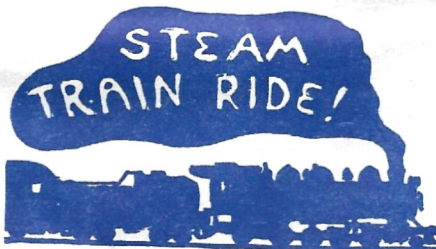
MOUNT RAINIER SCENIC RAILROAD

Submitted by the Rice Family

In July, 1985, the wife, the kids and I took a trip to Seattle, Washington. We went camping and stayed in National Parks and KOA camp sites. They were all great and we would recommend this style of cheap travel to anyone.

On our way to Mt. Rainier from Tacoma, we came to a small town called Elbe on State Hwy. 7. Right in the center of town stood a steam train! The car stopped all by itself as we raced over to see if we could go for a ride. In an old carriage we bought our tickets along with T-shirts and hats.

The seven mile round trip on the old side piston steamer is a must for anyone going to National and EXPO 86. I hope you enjoy the trip. The Rices.



MOUNT RAINIER SCENIC RAILROAD

Box 921, Elbe, Washington 98330
Phone (206) 569-2588

- Chug across spectacular bridges
- Clickety-clack through lush tall forests
- Let off some steam by Mineral Lake
- Whistle at Mt. Rainier
"All Aboard!" from Elbe, Wash. for fourteen miles of old time fun.

Every train is pulled by a vintage steam locomotive with tourist and open cars on a one and one half hour trip with live music on board.

Join us weekends Memorial Day through Labor Day . . . or Daily except Monday and Tuesday after June 15th.

See reverse side for fares and schedules.



Information and Reservations
Elbe Station
Box 921, Elbe 98330
Telephone (206) 569-2588



MOUNT RAINIER SCENIC RAILROAD

Box 921, Elbe, Washington 98330 Phone (206) 569-2588

Our Trains run over a 7-mile portion of tracks now owned by the CHEHALIS WESTERN RR (a Weyerhaeuser subsidiary) altho currently in a dormant state insofar as logging or freight trains are concerned. Originally this line was known as the TACOMA EASTERN, but later became a link in the now-abandoned MILWAUKEE ROAD's Western Extension. For many years trainloads of forest products rolled from the Morton, Mineral, National & Eatonville areas to the main stem of the MILWAUKEE at Tacoma while passenger trains ran from Seattle to Ashford with stage connections to Mt. Rainier National Park. Our equipment is owned by Washington Forest Industries Museum and is operated in an attempt to illustrate "the way it was" and give our passengers a closer look at modern logging and reforestation practices. If you've had an enjoyable trip, please tell your friends; if not, please tell us.

(Additional copies of this post card are available at the ticket office.)

MT. RAINIER SCENIC RAILROAD

Elbe, Wash.

Motive Power for your trip will be one of these STEAM LOCOMOTIVES!
#91, HEISLER (1930), ex-Kinzua Pine Mills #102 (Oregon)
#10, CLIMAX (1928), ex-Hillcrest Lumber Co. (Canada)
#5, PORTER 2-8-2 (1924), ex-Port of Grays Harbor (Wash)



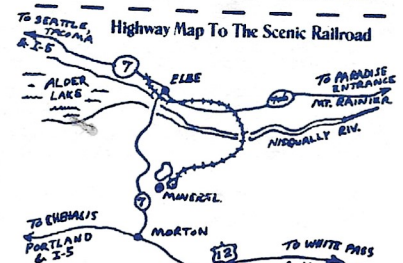
TRAINS DEPART ELBE
(on State Hiway No. 7, the Road to PARADISE)

11:00 A.M. 1:15 P.M. 3:30 P.M.
Weekends - Beginning Memorial Day
Daily, except Mondays & Tuesdays
after June 15th thru Labor Day

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Seniors - \$5.00
Juniors (12-16) - \$4.00
Children (4-11) - \$3.00
Family - \$16.00

Special discounts for groups of 25 or more, or ask about our charters! 15% discount before July 4th. For group reservations or information call (206) 569-2588.



From Tacoma: take Hiway 7 to Elbe.
From Yakima or Chehalis: take Hiway 12 to Morton, then Hiway 7 to Elbe.

Five Die From Smoke and Fumes in Rail Tunnel as Train Stalls

PART TWO



Five Suffocate in Rail Tunnel

THE DEAD

Engineer John Dunn, 46,
2506 W. Ave. 30.
Fireman S. E. Snodgrass,
24, 1521½ Cypress St.
G. C. Baker, 25, brakeman.
Bruce D. Clarke Sr., 145 S.
Townsend St., transient.
John G. Burcaw, 1114 S. La
Verne St., transient.

INJURED

Harry H. Hartley, 61, con-
ductor, 2019 N. Figueroa St.
V. L. Rippey, 52, brakeman,
1221½ Riverside Drive.
O. B. Castle, 25, brakeman,
1904 W. Ave. 30.
Boyd Bonner, 24, Bakers-
field, fireman.
E. J. Byrne, 204 N. Hoover
St., brakeman.

Firemen Robert J. Schenck, left, and Lee McIntyre of Engine Co. 39, come out of Hassen Tunnel begrimed and tired after strenuous rescue and fire-fighting tasks.

Fumes Fatal to Five on Stalled Train

Freight Breaks in Two in Middle of Tunnel; Three Rail Workers Die

Trapped in a hell pit of fire and smoke in the middle of the Hassen Tunnel, between Chatsworth and Santa Susana, when a Southern Pacific freight train broke in two and stalled, three trainmen and two transients were suffocated early yesterday.

Suffocated at the same time were 10 carloads of beef cattle which were being shipped north.

COUPLING BROKE

The train stalled in the middle of the 7000-foot tunnel with the locomotive 2500 feet from the north portal in Smith Canyon when a coupling knuckle broke on the 23rd car from the caboose cutting the train in two and stalling the huge mallet engine.

When a coupling breaks between any two cars of a train, the air brakes automatically lock on both parts of the train until the break in the air hoses is stopped.

First news of the tragedy came from crew members who, unable to make contact with the engineer and repair the coupling, fled from the south portal of the tunnel before being overcome by the smoke and gas.

LED TO SAFETY

The group was led to safety by Conductor Harry H. Hartley, 61, of 2019 N. Figueroa St. With him were V. L. Rippey, 52, of 1221½ Riverside Drive, a brakeman; O. B. Castle, 25, of 1904 W. Ave. 30, brakeman; Boyd Bonner, 24, of Bakersfield, fireman, and E. J. Byrne, brakeman, of 204 N. Hoover St.

Bonner, who was a student fireman on the train, was riding in the engine cab at the time of the accident, and also brakeman Byrne. They escaped from the north portal and did not require medical aid. The others were taken to White Memorial Hospital where they were treated and placed under observation.

The bodies of Engineer John Dunn, 46, of 2506 W. Ave. 30, and Fireman S. E. Snodgrass, 24, of 1521½ Cypress St., were found in the cab of the locomotive when a rescue crew pulled the stalled train to Chatsworth.

The body of G. C. Baker, 25, a brakeman, was found in the tunnel where he had fallen apparently while making a desperate attempt to close the air line on the stalled front section and release the locomotive so that the train could be recoupled.

Engineers inspecting the scene expressed the belief that when the train broke in two, the engineer and fireman did not realize the danger of smoke and gas until too late to save themselves, and that before the situation became serious they dispatched Bonner and Byrne to report the situation.

The train was finally drawn from the tunnel, with the engine blazing, by a rescue train from Los Angeles which approached it with a wind machine mounted on a flat car to clear the tunnel of smoke as they approached.

PREVENT FIRE SPREAD

With the tunnel cleared of smoke which was forced out the north portal, the train crew soon repaired the coupling, hooked on to the train and hauled it to Chatsworth where inspection was started and firemen began fighting the flames which had enveloped the engine cab.

Inspection disclosed that Engineer Dunn and his fireman, Snodgrass, in the emergency, had shut off the oil valve between the huge tender and the engine to prevent a spread of the fire.

As soon as the train was brought to a stop deputy sheriffs, ordered to the scene by Sheriff Eugene W. Biscailuz and commanded by Capt. Clem Peoples, chief of the criminal division, began searching the freight and refrigerator cars for transients.

IN REFRIGERATOR CAR

Two men were found in one car. Identification from papers found in their clothing indicated that they were Bruce D. Clarke Sr., of 145 S. Townsend St., Los Angeles, and John G. Burcaw, of 1114 S. La Verne St., Los Angeles. Both men were employed by the Santa Fe Railway as yardmen, it was reported.

The two men were found in the icebox of an empty refrigerator car. Clarke's body was hanging in the compartment, one hand caught beneath the heavy lid, where it apparently was pinned as he made a last desperate effort to escape. Burcaw's body was found huddled in a corner of the compartment.

Unconfirmed reports late in the day stated that three additional transients' bodies had been discovered by deputy sheriffs in other refrigerator cars.



Deputy sheriffs and trainmen make efforts to resuscitate Bruce D. Clarke, Santa Fe employee, riding in refrigerator car. He and J. G. Burcaw were dead when found.

Four Survivors of Tunnel Inferno Tell of Desperate Attempts to Save Others

Illustrated on Page B.

NOVEMBER 20, 1941.-

Through black-rimmed, blood-shot eyes that had stared into a modern inferno that rivaled the imagination of a Dante, four Southern Pacific trainmen yesterday gazed at the plain surroundings of a hospital ward and then grinned in relief and thanksgiving.

They are four of the five trainmen who escaped with their lives from the 7000-foot Hassen Tunnel, near Chatsworth, when a broken air-hose knuckle stalled their freight train early yesterday and brought death to three of their mates and two itinerant riders.

EXPECTED TO RECOVER

All four saved themselves by their own efforts after futile attempts to rescue their fellow trainmen from the gas-and-smoke-filled hole through the Santa Susanna Range between San Fernando Valley and Ventura County.

All are suffering from partial asphyxiation and burns, but officials at White Memorial Hospital, where they were transported in ambulances, said they will recover, barring complications such as pneumonia.

ATTEMPTED RESCUES

They are Harry H. Hartley, 61, conductor of the 96-car freight, of 2019 N. Figueroa St.; Virgil L. Rippey, 52, brakeman, of 3220 Laclede Ave.; Odell B. Castles, 25, brakeman, of 1904 W. Ave. 30, and Boyd R. Bonner, 24, apprentice fireman, of Bakersfield.

Rippey, suffering from second and third-degree burns and gas inhalation, and Bonner, who inhaled gas, escaped through the Ventura or western end of the tunnel after attempting vainly to rescue the others.

Hartley and Castles, riding in the caboose, received their injuries when they attempted to feel their way through the tunnel to the head end to rescue the other trainmen.

Hartley was greatly depressed because—other survivors said—he had ordered G. E. Baker, 25, of 1702 Bank St., Pasadena, to attempt to reach the Mogul Mallet locomotive and tell the engineer, Jay Dunne, 46, of 2506 W. Ave. 30, to drag out of the tunnel the 70 cars still attached to the engine.

Baker's body was found lying beside the right-of-way in the tunnel near the spot where the equipment failure occurred.

Rippey, occupying a bed next to Hartley, seemed cheerful despite his burns and the difficulty of breathing.

START GASPING

Castles, in another ward with Bonner, related that "Hartley and I went in and found the trouble, about 26 cars from the caboose. A knuckle on the air hose coupling had broken. We went back out to get another knuckle from the caboose and then started back in.

"It was getting hot and smoky by that time, and we went in about six or eight cars. But we started gasping and choking and had to back out. We tried it again, but couldn't get as far as we did the first time. Nobody could stay in there without a gas mask and live.

"I got pretty dizzy and sick, and I started to run out with the conductor. I fell to the gravel, but I crawled out into the open. Hartley did the same."

Bonner, who was riding the big mogul mallet type locomotive (the cab of which is on the front end,) said, "We knew she had broken in two when we stopped.

"Rippey and I piled out one side of the cab and the engineer and the regular fireman (S. E. Snodgrass, 24, of 1521½ Cypress Ave.,) went out the other side. "The engine was pouring out dense clouds of oily smoke in that confined space, and Rippey and I felt our way out the west end of the tunnel—about 100 car lengths.

"When we got outside and dragged in a few lungfuls of fresh air we noticed Dunne and Snodgrass hadn't come out. We went back in, looking for them, but were forced back out."

Bonner said that in spite of his "trip through hell" he intends to stick to railroading.

Bonner said his "old man" is Frank Ellsworth, Santa Fe Railroad trainman.

Snodgrass had been transferred here from Bakersfield only last Saturday. His widow, Mrs. Mildred Snodgrass, was prostrated by the tragedy. She has a son Terry, 4 months. Mrs. Dunne, despite the pleas of friends, insisted on going to the Canoga Park mortuary where her husband's partially incinerated body had been taken.

Firemen Help to Remove Train

Los Angeles and Ventura Forces Co-operate in Hassen Tunnel Accident

Assistance of Los Angeles and Ventura Sheriffs' offices and Fire Departments was required yesterday to remove a stalled Southern Pacific freight train from Hassen Tunnel near Chatsworth where three trainmen and two transients lost their lives.



Boyd R. Bonner, left, and Odell B. Castle, railroad employees, shown in hospital after their rescue from tunnel where smoke and fumes claimed lives of five men.

Although reports of the accident were not received until nearly 2 a.m., Ventura County Fire Department crews were at the scene within a few minutes and began rescue attempts.

CARS RACE TO SCENE

A short time later Sheriff Howard Durlley of Ventura County arrived with deputies. With him was Jack White, District Forest Ranger.

A few minutes later a dozen radio cars dispatched by Sheriff Eugene W. Biscailuz and more than a score of deputy sheriffs commanded by Capt. Clem Peoples, chief of the criminal division, arrived.

Then came Los Angeles Fire Department rescue squads directed by Acting Assistant Chief B. E. Cogar.

MESSAGES RELAYED

While Cogar was directing rescue operations, Capt. Peoples set up a communications system.

The canyon blotted out the radio waves of Sheriffs' cars, so Lieut. Charles Ellison set up a chain of cars over the mountain to relay messages to and from Sheriff Biscailuz's office.

VINTAGE RAILROAD ADS

PART TWO

SUBMITTED BY PHIL HAFFEN

In the Heart of Chicago,

near to the leading hotels, great stores, banks, theatres and public buildings, the **Lake Shore & Michigan Southern Railway's** passenger station (in Van Buren street) is located, while all Elevated Railway trains stop at its entrance, giving quick service to nearly all parts of the city. Convenience in traveling is best assured by using the great through trains over this route between Chicago, Cleveland, Buffalo, New York, Boston and the eastern country.

Copies of "Book of Trains" also book entitled "Union Elevated Loop," sent free by writing to

A. J. SMITH, Gen. Pass. and Ticket Agent, Cleveland, O.

SOUTHERN PACIFIC CO.

"SUNSET LIMITED"

"The Luxurious Hotel on Wheels"

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VIA SUNSET ROUTE

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MEXICO, NEW MEXICO, ARIZONA, HAWAIIAN ISLANDS,
JAPAN, CHINA, AUSTRALIA, AROUND THE WORLD

For full Illustrated Pamphlets, Maps and Time Tables,
and Lowest Freight and Passage Rates, apply to . . .

EDWIN HAWLEY
ASSISTANT GENERAL TRAFFIC MANAGER
L. H. NUTTING,
EASTERN PASSENGER AGENT

349 BROADWAY
1 BATTERY PLACE (Washington Bldg.)
NEW YORK

WINTER IN CALIFORNIA

Special vestibuled through trains, consisting of sleeping, dining, library and observation cars, leave the Eastern cities frequently for California. Choice of routes for both outward and return trips.

The passenger can stop over as long as desired at the various resorts in California, and on the return trip. The trains can be taken at convenient points en route.

Railroad and steamship tickets to all parts of the world. Passports, foreign money, travelers' cheques, etc.

Circulars on application. State information desired.

RAYMOND & WHITCOMB

Tours and Tickets

31 East 14th Street, Union Sq., West, New York
296 Washington Street, Boston, Mass.
1005 Chestnut Street, Philadelphia, Pa.

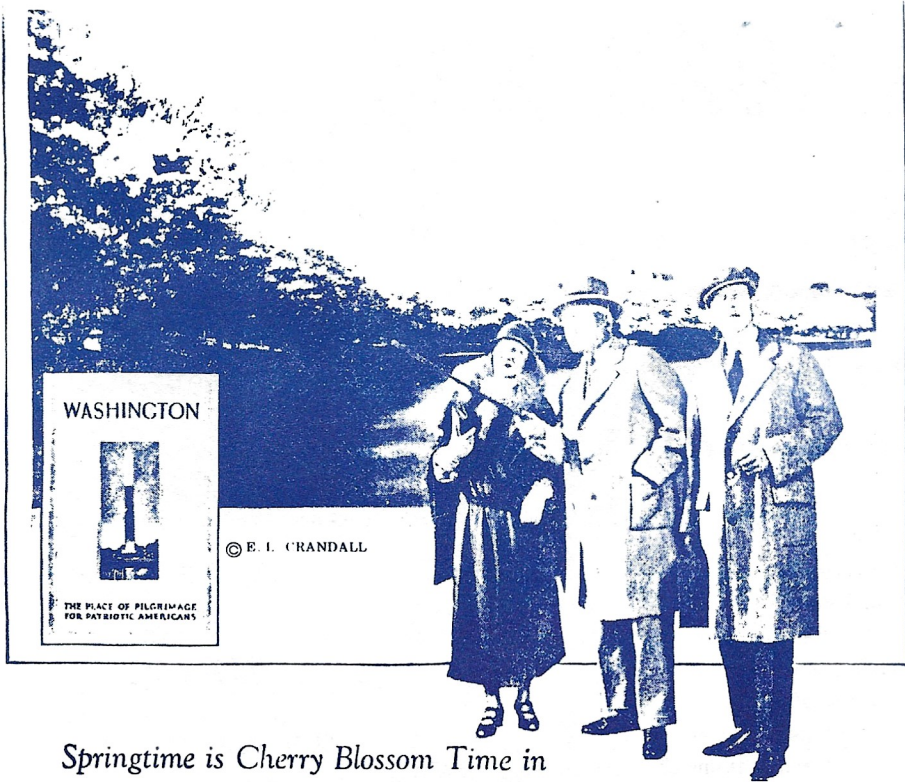
The California Limited

Finer and faster than ever. Chicago to Los Angeles in 2 3/4 days, Mondays, Wednesdays and Saturdays, beginning November 2.
Pullmans, Dining Car, Buffet-Smoking Car with barber-shop, and Observation Car with ladies' parlor, all electric-lighted.

The Atchison, Topeka & Santa Fe Railway (Santa Fe Route)
CHICAGO

Address General Passenger Office

All from Scribner's, November 1898



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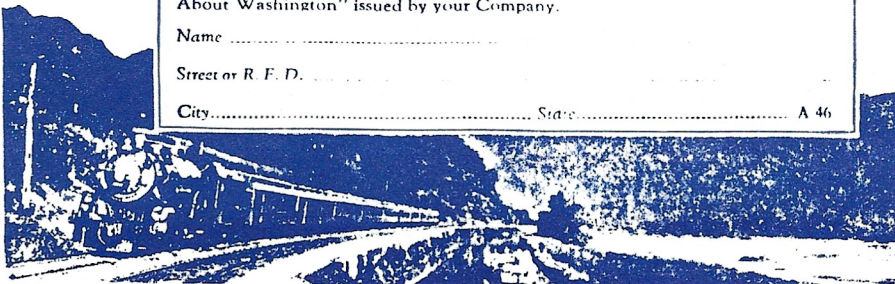
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B&O/American Magazine
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The New York Central has issued a booklet descriptive of "The Lake Shore Limited," which also contains an epitome of what may be seen from the Observation Car as the train progresses on its daily run between New York and Chicago. Send for copy to George H. Daniels, General Passenger Agent, Grand Central Station, New York.

CN/American Magazine
April 1926
ALL OTHERS/Scribner's,
November 1898

S.W. R.P.O.

LETTERS TO THE EDITOR

CAN'T PLEASE EVERYBODY

To whom it may concern:

Since it is time to re-new membership dues it is the most appropriate time to withdraw from the TTOS, I just cannot withdraw without notifying the membership chairman.

I find the two organizations not fulfilling my satisfaction for model railroad-ing. I guess my ambitions are found elsewhere. The wheeling and dealing end of the hobby has made a lot of brass turn to gold. As I travel around the U.S.; Wisconsin, Penna., and Florida I find the same items as are at Arcadia CA on Friday evenings for 75% less. I guess you get what you can for each item. I am not going to slam the two organizations or run them down, but you have lost me as a member.

Most sincerely,
Horace S. Smith #4905



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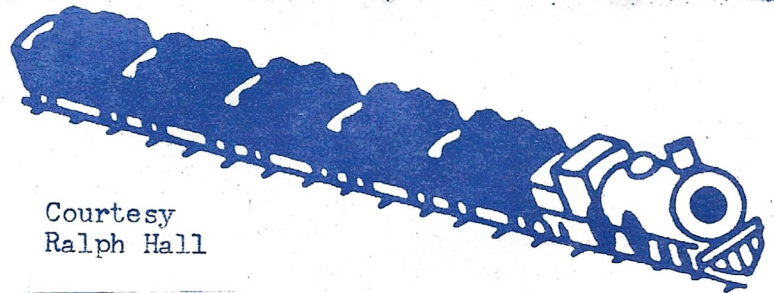
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ETCETERA

A quick look at timely trivia



Courtesy
Ralph Hall

THE TRAIN IS QUICKER THAN THE EYE:

Large objects appear to move more slowly than smaller objects traveling at the same speed, an optical illusion that may be one reason 7,000 cars are hit by trains every year, a Pennsylvania State University psychologist said.

"Analysis on accidents reveals that in most cases there was clear warning of the train's approach and adequate visibility," Dr. Herschel W. Leibowitz wrote in American Scientist, "but for some unexplained reason, the driver of the vehicle chose to cross the track and was killed or seriously injured."

Because the eye judges large objects, such as trains, to be moving more slowly than they really are, drivers often believe they have more time to cross the intersection than they really have.

"In addition," Leibowitz said, "signal systems . . . are designed to anticipate the 'worst case,' so that the lights, bells and gates are activated in sufficient time to accommodate the fastest train, the slowest motorist and the worst weather."

For most drivers, that's too long a wait, and impatience leads them to try to run the signal. "The fact that in most cases we can safely ignore official warning contributed to the danger," he wrote. Shorter warning signals could lessen the problem.

About 650 people a year are killed at train crossings in the United States.

— Compiled by Pat Craig

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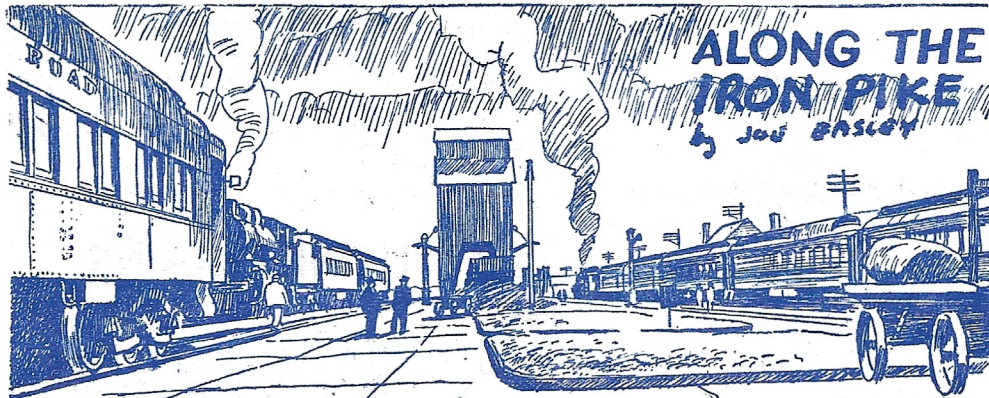


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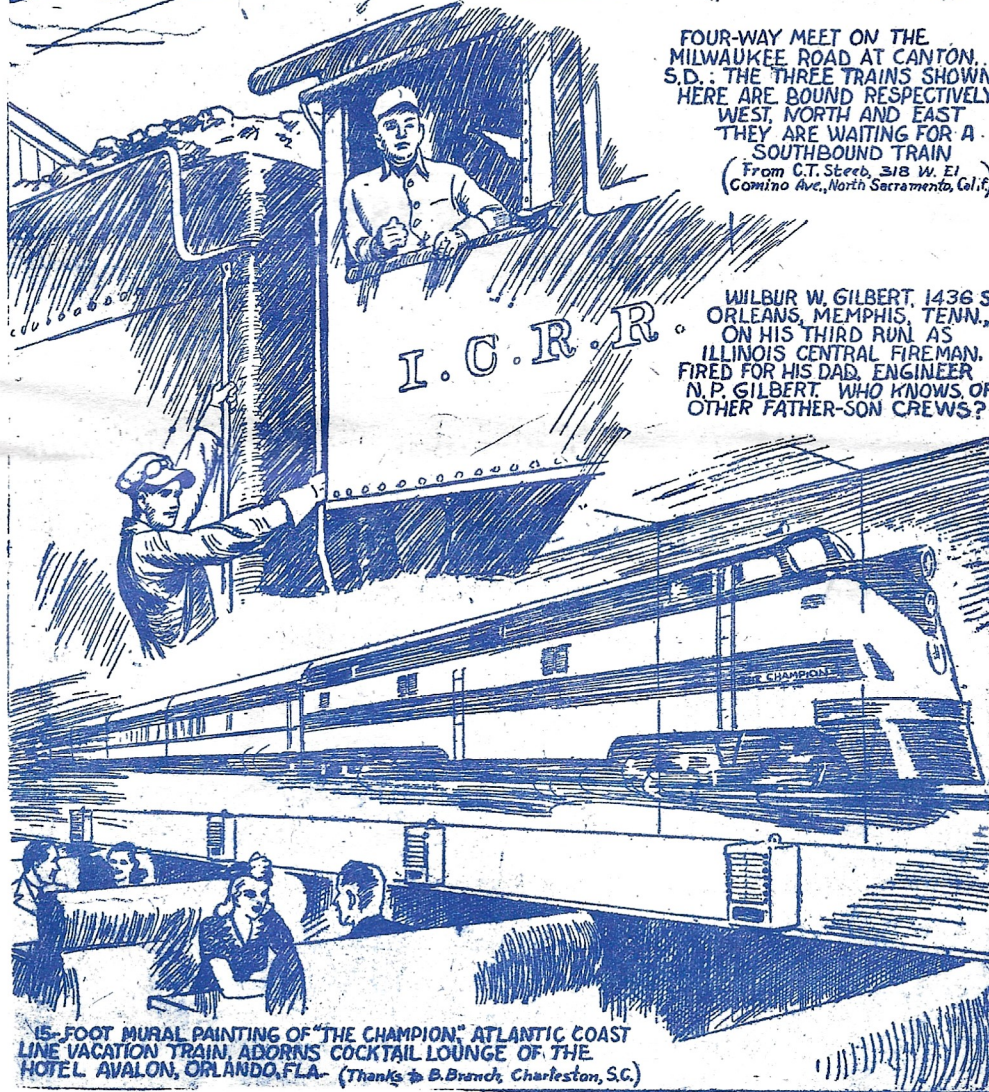
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FOUR-WAY MEET ON THE MILWAUKEE ROAD AT CANTON, S.D.: THE THREE TRAINS SHOWN HERE ARE BOUND RESPECTIVELY WEST, NORTH AND EAST THEY ARE WAITING FOR A SOUTHBOUND TRAIN (From C.T. Steed, 318 W. El Comino Ave., North Sacramento, Calif.)



WILBUR W. GILBERT, 1436 S. ORLEANS, MEMPHIS, TENN., ON HIS THIRD RUN AS ILLINOIS CENTRAL FIREMAN, FIRED FOR HIS DAD, ENGINEER N.P. GILBERT. WHO KNOWS OF OTHER FATHER-SON CREWS?

15-FOOT MURAL PAINTING OF "THE CHAMPION" ATLANTIC COAST LINE VACATION TRAIN, ADORNS COCKTAIL LOUNGE OF THE HOTEL AVALON, ORLANDO, FLA. (Thanks to B. Branch, Charleston, S.C.)

Celebrating Canada's rails
— July 21, 1836, a locomotive named the Dorchester chugged out of Laprairie, Quebec, hauling two passenger cars across wooden rails strapped with iron on a two-hour, 14.5-mile run to St.-Jean-sur-Richelieu, 22 miles from Montreal. The arduous journey of the small locomotive, built by Robert Stephenson, son of the British railway pioneer George Stephenson, and operated by the Champlain & St. Lawrence Railroad, inaugurated passenger rail service in Canada.

This year marks not only the 150th anniversary of that event but also the centennial of Canada's first transcontinental passenger train to the Pacific Coast — a journey that began June 28, 1886, in Montreal and ended in Port Moody, British Columbia, on July 4.

VIA Rail Canada, the government railroad system, is taking a leading role in commemorative observances and has begun to announce a series of improvements. To tell the story of passenger-rail service in Canada, in conjunction with the Expo '86 world exposition scheduled for May 2 through Oct. 13 in Vancouver, almost half the renovated Vancouver station will be devoted to a display.

Among its elements will be a full-size replica of the Dorchester, a steam locomotive and six luxurious cars from the 1929 Trans-Canada Limited, an audiovisual review of passenger rail technology around the world and two miniature trains hauled by vintage-style locomotives that will transport children and adults around the historic trains parked in the station.

Further information is available from the Public Affairs Department, VIA Rail Canada (Post Office Box 8116, Station A, Montreal, Quebec H3C 3N3, Canada; 514-286-2417).

Escondido Times-Advocate
January 5, 1986
Courtesy of Dick Mayer

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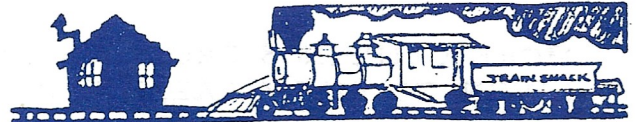
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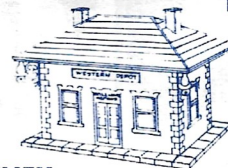
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- Mar 14 TTOS Southwestern Division Meet 6PM, 50 W. Duarte Road, Arcadia
- Mar 21 San Fernando Valley Toy Train Club, 6PM, Saint Anne's Melkite Church, 11211 Moorpark Blvd., North Hollywood. Visitors welcome every third Friday of the month. INFO: Lois Butler (818) 363-8200
- Mar 22 Central California Division Spring Meet, 10AM to 4PM, TDES Hall, 515 North "I" Street, Tulare, CA. \$1 admission, sellers tables \$5 each. INFO: Fred (209) 674-2313 or Lyle (209) 686-6178 See page 16
- Mar 23 Canadian Division Monthly Meet, Boy Scout Hall, 5641 Tyne St. INFO: Larry Setterfield
- July 26-27 Canadian Division Pre-Convention Meet, Delta Airport Inn Resort, Richmond, British Columbia, Canada INFO: page 5 this issue.
- July 31- Aug 3 TTOS National Convention, Portland, Oregon, INFO: Dick Owen (503) 666-4317 See page 4 this issue



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